	DUCATI MONSTER 797	DUCATI MONSTER 821	DUCATI MONSTER 821 STRIPE	DUCATI MONSTER 1200	DUCATI MONSTER 1200 S	DUCATI MONSTER 1200 R
Engine						
Type	L-Twin, 2 Desmodromically actuated valves per cylinder, Air cooled	Testastretta 11°, 4-valve-per-cylinder Desmodromic, liquid cooled	Testastretta 11°, 4-valve-per-cylinder Desmodromic, liquid cooled	Ducati Testastretta 11°, L-Twin, 4 Desmodromically actuated valves per cylinder, Dual spark, Liquid cooled	Ducati Testastretta 11°, L-Twin, 4 Desmodromically actuated valves per cylinder, Dual spark, Liquid cooled	Testastretta 11° DS, L-Twin cylinders, 4 valve per cylinder, Desmodromic, liquid cooled
Displacement	803 cc (49 cu in)	821 cc	821 cc	1198.4 cc	1198.4 cc	1.198,4 cc
Bore x Stroke	88 x 66 mm (3.46 x 2.60 in)	88 x 67.5 mm	88 x 67.5 mm	106 x 67.9 mm	106 x 67.9 mm	106 x 67,9 mm
Compression Ratio	11,0:1	12.8:1	12.8:1	13,0:1	13,0:1	13,0:1
Power	75 hp (55 kW) @ 8250 rpm	112 hp (82.4 kW) @ 9,250 rpm	112 hp (82.4 kW) @ 9,250rpm	150 hp (110.3 kW) @ 9250 rpm	150 hp (110.3 kW) @ 9250 rpm	117,7 kW (160 hp) @ 9,250 rpm
Torque	50.8 lb-ft (68.9 Nm) @ 5750 rpm	65.9 lb-ft (89.4 Nm) @ 7,750 rpm	65.9 lb-ft (89.4 Nm) @ 7,750 rpm	93.1 lb-ft (126.2 Nm) @ 7750 rpm	93.1 lb-ft (126.2 Nm) @ 7750 rpm	131,4 Nm (97 lb-ft) @ 7,750 rpm
Fuel injection	Electronic fuel injection system, Ø 50 throttle bodies	Continental electronic fuel injection, 53 mm Mikuni throttle bodies with full ride-by-wire	Continental electronic fuel injection, 53 mm Mikuni throttle bodies with full ride-by-wire	Electronic fuel injection system, Full ride-by-wire system, $Ø_{eq}$ 56 oval throttle bodies	Electronic fuel injection system, Full ride-by-wire system, $Ø_{eq}$ 56 oval throttle bodies	Synerject-Continental electronic fuel injection system, elliptical throttle body Ø 56 mm equivalent with full Ride-by-Wire
Exhaust	2-1 system with catalytic converter and two lambda probes, Single stainless steel muffler with aluminium cover	Stainless steel muffler and aluminium and cap; lightweight 2-1 system with catalytic converter with 2 lambda probes	Stainless steel muffler and aluminium and cap; lightweight 2-1 system with catalytic converter with 2 lambda probes	Lightweight 2-1-2 system with catalytic converter and two lambda probes, Twin stainless steel mufflers with aluminium covers and end caps	Lightweight 2-1-2 system with catalytic converter and two lambda probes, Twin stainless steel mufflers with aluminium covers and end caps	Lightweight 2-1-2 system with catalytic converter and two lambda probes. Twin aluminium mufflers
Emissions and Consuption	Euro 4; Emissions CO_2 121 g/km; Consumi 5.3 l/100 km	Euro 4; Emissions CO_2 119 g/km; Consumi 5.2 l/100 km	Euro 4; Emissions CO_2 119 g/km; Consumi 5.2 l/100 km	Euro 4; Emission CO_2 = 122 g/km -Consumptions 5.2 l/100 km	Euro 4; Emission CO_2 = 122 g/km -Consumptions 5.2 l/100 km	Euro 4 - Emission CO_2 = 127 g/km -Consumptions 5.4 l/100 km
Transmission						
Gearbox	6 speed	6 speed	6 speed	6 speed	6 speed	6 speed
Ratio	1=32/13 2=30/18 3=28/21 4=26/23 5=22/22 6=24/26	1=37/15 2=30/17 3=28/20 4=26/22 5=24/23 6=23/24	1=37/15 2=30/17 3=28/20 4=26/22 5=24/23 6=23/24	1=37/15 2=30/17 3=27/20 4=24/22 5=23/24 6=22/25	1=37/15 2=30/17 3=27/20 4=24/22 5=23/24 6=22/25	1=37/15 2=30/17 3=27/20 4=24/22 5=23/24 6=22/25
Primary drive	Straight cut gears, Ratio 1.85:1	Straight cut gears, Ratio 1.85:1	Straight cut gears, Ratio 1.85:1	Straight cut gears, ratio 1.84:1	Straight cut gears, ratio 1.84:1	Straight cut gears; Ratio 1.84:1
Final drive	Chain drive, Front sprocket Z15, Rear sprocket Z46	Chain, Front sprocket 15, Rear sprocket 46	Chain, Front sprocket 15, Rear sprocket 46	Chain drive, Front sprocket Z15, Rear sprocket Z41	Chain drive, Front sprocket Z15, Rear sprocket Z41	Chain; Front sprocket 15; Rear sprocket 41
Clutch	APTC wet multiplate clutch with mechanical control	APTC slipper and self-servo wet multiplate clutch with control cable	APTC slipper and self-servo wet multiplate clutch with control cable	Slipper and self-servo wet multiplate clutch with hydraulic control	Slipper and self-servo wet multiplate clutch with hydraulic control	Wet, multi-plate clutch with hydraulic control. Self-servo action on drive, slipper action on over-run
Chassis						
Frame	Tubular steel trellis frame	Tubular steel Trellis frame attached to the cylinder head	Tubular steel Trellis frame attached to the cylinder head	Tubular steel Trellis frame	Tubular steel Trellis frame	Tubular steel Trellis frame attached to the cylinder head
Wheelbase	1435 mm (56.50 in)	1480 mm (58,3 in)	1480 mm (58,3 in)	1485 mm (58.46 in)	1485 mm (58.46 in)	1509 mm (59.4 in)
Rake	24°	24.3°	24.3°	23.3°	23.3°	24,3°
Trail	90 mm (3.54 in)	93.2 mm (3.7 in)	93.2 mm (3.7 in)	86.5 mm (3.41 in)	86.5 mm (3.41 in)	89 mm (3,5 in)
Front suspension	Ø 43 Kayaba usd fork	43 mm usd forks	43 mm fully adjustable usd forks	Ø 43 Kayaba fully adjustable usd fork	Ø 48 Öhlins fully adjustable usd fork	Öhlins fully adjustable Ø 48 mm usd forks
Front wheel travel	130 mm (5.1 in)	130 mm (5.1 in)	130 mm (5.1 in)	130 mm (5.1 in)	130 mm (5.1 in)	130 mm (5.1 in)
Front wheel	10-spoke light alloy, 3.50" x 17"	10-spoke in light alloy 3.50 x 17	10-spoke in light alloy 3.50 x 17	10-spoke light alloy, 3.50" x 17"	Y shaped 3-spoke light alloy with "S" graphics, 3.50 x 17"	Tri-W spoke forged alloy 3.50" x 17"
Front tyre	Pirelli Diablo Rosso II, 120/70 ZR17	120/70 ZR17 Pirelli Diablo Rosso II	120/70 ZR17 Pirelli Diablo Rosso II	Pirelli Diablo Rosso III, 120/70 ZR17	Pirelli Diablo Rosso III, 120/70 ZR17	Pirelli Diablo Supercorsa SP 120/70 ZR17
Rear suspension	Sachs monoshock, Pre-load and rebound adjustable	Fully adjustable Sachs rear shock with progressive linkage. Double-sided aluminium swingarm	Fully adjustable Sachs rear shock with progressive linkage. Double-sided aluminium swingarm	Progressive linkage with Sachs monoshock, preload and rebound adjustable, Aluminium single-sided swingarm	Progressive linkage with Öhlins fully adjustable monoshock, Aluminium single-sided swingarm	Progressive linkage with fully adjustable Öhlins monoshock. Aluminium single-sided swingarm
Rear wheel travel	150 mm (5.91 in)	140 mm (5.5 in)	140 mm (5.5 in)	149 mm (5.87 in)	149 mm (5.87 in)	159 mm (6.26 in)
Rear wheel	10-spoke light alloy, 5.50" x 17"	10-spoke light alloy 5,50x17	10-spoke light alloy 5,50x17	10-spoke light alloy, 6.00" x 17"	Y shaped 3-spoke light alloy with "S" graphics, 6.00" x 17"	Tri-W spoke forged alloy 6.00" x 17"
Rear tyre	Pirelli Diablo Rosso II, 180/55 ZR17	180/60 ZR17 Pirelli Diablo Rosso II	180/60 ZR17 Pirelli Diablo Rosso II	Pirelli Diablo Rosso III, 190/55 ZR17	Pirelli Diablo Rosso III, 190/55 ZR17	Pirelli Diablo Supercorsa SP 200/55 ZR17
Front brake	2 x Ø 320 semi-floating discs, radially mounted monobloc Brembo M4.32 callipers, 4-piston, axial pump with Bosch ABS as standard equipment	2 x 320 mm semi-floating discs, radially attached Brembo M4.32 Monobloc 4-piston callipers, radial pump with ABS as standard equipment	2 x 320 mm semi-floating discs, radially attached Brembo M4.32 Monobloc 4-piston callipers, radial pump with ABS as standard equipment	2 x Ø 320 semi-floating discs, radially mounted monobloc Brembo M4.32 callipers, 4-piston, radial pump with Bosch Cornering ABS as standard equipment	2 x Ø 330 semi-floating discs, radially mounted monobloc Brembo M50 callipers, 4-piston, radial pump with Bosch Cornering ABS as standard equipment	2 x 330 mm semi-floating discs, radially mounted Brembo Monobloc evo M50 4-piston callipers, radial pump with ABS as standard
Rear brake	Ø 245 disc, 1-piston calliper with Bosch ABS as standard equipment	245 mm disc, 2-piston calliper with ABS as standard equipment	245 mm disc, 2-piston calliper with ABS as standard equipment	Ø 245 disc, 2-piston calliper with Bosch Cornering ABS as standard equipment	Ø 245 disc, 2-piston calliper with Bosch Cornering ABS as standard equipment	245 mm disc, 2-piston caliper, with ABS as standard
Fuel tank capacity	16.5 l (4.36 US gal)	17.5 l - 4.6 gallon (US)	17.5 l - 4.6 gallon (US)	16.5 l (4.36 US gal)	16.5 l (4.36 US gal)	17,5 l - 4.6 gallon (US)
Dry weight	175 kg (386 lb)	179.5 kg (395.7 lb)	179.5 kg (395.7 lb)	213 kg (470 lb)	185 kg (408 lb)	180 kg (396,8 lb)
*Wet weight	193 kg (425 lb)	205.5 kg (453 lb)	205.5 kg (453 lb)	209 kg (461 lb)	211 kg (465 lb)	207 kg (456,3 lb)
Seat height	805 mm (31.69 in)	Fully adjustable: 785 - 810 mm (30.9 - 31.9 in)	Fully adjustable: 785 - 810 mm (30.9 - 31.9 in)	Adjustable 795 - 820 mm (31.30 - 32.28 in)	Adjustable 795 - 820 mm (31.30 - 32.28 in)	830 mm (32,7 in)
Instrumentation	LCD	LCD	LCD	colour TFT display	colour TFT display	Full-TFT colour display
Ducati electronics	Bosch ABS, DMS ready, LED position light and tail light, USB power socket	Riding Modes, DTC, R-b-W	Riding Modes, DTC, R-b-W	Riding Modes, Power Modes, Ducati Safety Pack (Bosch Cornering ABS+ DTC + DWC), RbW, Passenger seat cover, Anti-theft system ready, DMS ready, DDA, LED position light and tail light, USB power socket	Riding Modes, Power Modes, Ducati Safety Pack (Bosch Cornering ABS+ DTC + DWC), RbW, Passenger seat cover, Carbon fiber front mudguard, Anti-theft system ready, DMS ready, DDA, DRL*, LED position light and tail light, LED side indicators*, USB power socket	Riding modes, Power modes, DSP Ducati Safety Pack (ABS + DTC), RbW
Warranty	2 years unlimited mileage	2 years unlimited mileage	2 years unlimited mileage	2 years unlimited mileage	2 years unlimited mileage	2 years unlimited mileage
Versions	Dual seat	Dual seat	Dual seat	Dual seat	Dual seat	Dual seat
Standard equipment		Passenger seat cove,r-passenger grab handles. Compatible with anti-theft system and DDA	Passenger seat cover, passenger grab handles. Compatible with anti-theft system and DDA; Nose fairing	Passenger seat cover	Passenger seat cover; carbon fibre front mudguard; LED indicators	Forged wheels, Front madguard in carbon fibre, Micro front fairing, Passenger seat cover, Anti-theft ready

*Wet weight Wet weight includes all fluids and fueled to at least 90% of useable tank capacity. (93/93/CE)

The power values indicated above are measured using a chassis dynamometer. Homologated power data, as quoted in the Bike Registration Document, are measured using an engine dynamometer according to the homologation regulation. The two power values may differ because of the different measurement equipments.